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1 February 1954

OGC HAS REVIEWED.

MEMORANDUM FOR: Chief of Administration, DD/P

ATTENTION : [redacted] 25X1A
[redacted] 25X1A

SUBJECT 25X1A : [redacted] request from [redacted] for
Approval of Personal Accident Benefit Policies on
Quasi-Personal Cars

25X1A

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1. You have asked whether we see legal objection to the acquisition of Personal Accident Benefit Policies on quasi-personal cars used for official business, for which acquisition, approval is sought in the subject dispatch from Chief of Station, [redacted]

25X1A

2. We understand that the only regulatory issuance which might be considered as "Instructions Pertaining to Vehicles" is found in the 40-series of the OSO Manual. The statement attributed to those instructions that insurance on such vehicles should be in conformity with local situations means in our opinion that the minimum insurance to be carried must be that required under local law. It is not intended as a limitation upon reasonable coverage for liability and collision as may be seen by the very fact that although the regulations sanction the carrying of collision insurance, [redacted] law requires no such coverage. We believe, therefore, that coverage for quasi-personal cars of varying forms of liability and/or collision are entirely proper. A Personal Accident Benefit Policy would seem to be one of the more common forms of liability coverage, intended to afford protection to the insurer against claims for injuries to passengers as contrasted to injuries to others outside the vehicle. Protection against the latter type of claim is provided in a basic public liability policy.

3. For the reasons set forth, there would be no legal objection to the requested approval.

25X1A

Office of General Counsel

OGC/GHK:blr

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1 - GHK, Chicago
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